

0204-64

RET F. E.  
P E

3 January 1964

Dear Myron,

Reference NPIC 0814; Phoncon 2 Jan 64. Answers to your questions follow:

- 1 - Attachment No. 1.
- 2 - Attachment No. 2.
- 3 - Attachment No. 3.
- 4 - Attachment No. 4.
- 5 - Reference my letter of 23 December 1963. Vehicle attitude is as used in INS and M-H will have to answer whether it is with respect to dynamic, local or geocentric vertical. (It is my guess that geocentric is used.)
- 6 - Attachment No. 6. When system is caged, allowance must be made for possible isolator deflection of nearly  $\frac{1}{4}$  inch. When the system is uncaged, angular freedom per PI manual pages 1-7, 1-36 and 1-37 can be added to the isolator deflection.
- 7 - Attachment No. 7A and 7B. Also, my letter of 23 December 1963.
- 8 - My letter of 23 December 1963.
- 9 - Attachment No. 9. It now appears likely that all systems will be brought to  $18.009 + 0.003$  inches effective focal length. No other differences should affect transformations.

Best regards

25X1A

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Attachments - 8

cc: ELT